









# THE WAR.

**ENEMY FAILS ON WESTERN FRONT.**  
HEAVIEST FIGHTING THIS YEAR.

**JAPAN AND SIBERIAN SITUATION.**  
NEGOTIATIONS WITH ANTI-BOLSHEVISTS.

**NEW RUSSIAN GOVERNMENT IN FAR EAST.**

**SWEDEN AND THE AALANDS OCCUPATION.**  
KAISER THANKS KING OF SWEDEN.

## Bracco-Belgian Front.

### LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

### BRITISH FRONT.

#### GERMAN REPORT.

LONDON, March 10th.

A German official report states:—We repulsed strong reconnoitring thrusts southward of Monchy.

Strong French detachments penetrated our foremost trenches between Ancywiler and Badonvillers.

Our counter-thrusts drove them out.

### EARLIER CABLES.

### DETERMINED ENEMY ATTACK REPULSED.

LONDON, March 9th.

Field-Marshal Sir Douglas Haig reports:—The enemy attacked last evening under cover of a heavy bombardment on a front of nearly a mile from southward of the Menin road to northward of the Polderhoek Chateau.

Despite his intense artillery firing and determined attack, we repulsed him at all points, with the exception of the neighbourhood of Polderhoek, where the enemy entered some advanced posts on a front of 200 yards.

We recaptured the whole of the positions after all night severe fighting.

We drove off raiders eastward of Neuve Chapelle.

The Portuguese captured several prisoners in a successful raid in this neighbourhood.

The West Kents carried out a successful raid southward of Fleux Baix and captured a number of prisoners.

### BELGIAN REPORT.

A Belgian communiqué states:—Two Belgian raids in the region of Neuport killed many and brought back 25 prisoners. They captured a German outpost.

The enemy's raiding outburst last week resulted in a recrudescence of artillery firing on the whole front.

**HEAVIEST FIGHTING THIS YEAR.**  
Reuter's Correspondent at British Headquarters states that yesterday's was the heaviest fighting of this year in the Passchendaele salient. The enemy throughout the whole previous night heavily bombarded the whole front from Warneton to Langemarck, freely employing gas-shells. Our troops employed in the subsequent attack on a mile front south of Houthulst Forest met the enemy with such vigorous resistance that the oncoming waves broke and retired at most places.

On the right flank of the attack, however, flammenwerfer parties forced the garrisons at some posts to withdraw to their supports in the rear.

A little later the Yorkshire Light Infantry counter-attacked with great dash. The enemy was very strong and lined up prepared to resist, but the fury of the onslaught created a panic and the enemy broke. Our men pursued the enemy for 300 yards from the spot which the enemy attacked, inflicting considerable casualties.

Our line was completely restored during the morning.

There was heavy artillery firing all day astride the Menin road, succeeded by the advance of a large body of infantry covered by an intense barrage. The infantry deployed 3,000 yards and furious fighting ensued. In the twilight the struggle was most confused, and the enemy succeeded in establishing himself at a few posts, which submitted to our artillery firing all night.

The weather is ideal.

## SUCCESSFUL RAIDS.

Field-Marshal Sir Douglas Haig reports:—In successful raids north-westwards of St. Quentin and south-westward of Cambrai several of the enemy were killed and a few prisoners were captured.

Hostile artillery were active at Armentières, eastward of Wytschaete and in the neighbourhood of the Menin road.

### ENEMY SUFFERS HEAVY LOSSES.

LONDON, March 10th.

Field-Marshal Sir Douglas Haig reports:—The King's Royal Rifles broke the main force of yesterday evening's attack in the neighbourhood of Polderhoek, and the enemy's losses were severe.

A short section of a trench which remained in his hands was recaptured, despite a strong resistance, by the Royal Fusiliers, and a few prisoners were captured.

The Portuguese penetrated to the second line of trenches at Neuve Chapelle in a raid reported this morning, driving out the garrison with heavy losses, bombing or blowing up a number of occupied dug-outs, and bringing back prisoners.

The Portuguese casualties were light.

We raided trenches northward of the Bapaume-Cambrai road.

The London Regiment raided in the neighbourhood of Oppy, killing several and capturing a few prisoners.

There was increased activity by hostile artillery northward of the La Bassée Canal.

### AERIAL OPERATIONS.

Field-Marshal Sir Douglas Haig, reporting on aviation, states:—There was great aerial activity yesterday.

We dropped over 400 bombs on dumps and sidings at Menin, Busigny, Guise and eastward of St. Quentin.

We brought down 13 and drove down 10 enemy machines.

Despite the mist, our night-fliers dropped 24 heavy and 48 lighter bombs on a dump and railway sidings at Fresnoy and north-eastward of St. Quentin.

All our machines returned.

We dropped a ton of bombs at mid-day to-day and obtained good results on barracks, railway sidings and factories at Mainz. A large fire was started. All our machines returned.

### GERMAN REPORT.

A wireless German official report states:—A hostile infantry attack was followed by a violent artillery duel in the Badonvillers sector.

The engagements have not yet terminated.

### FRENCH FRONT.

**FRENCH PENETRATE ENEMY LINES.**  
PARIS, March 10th.

A communiqué states:—We repulsed raids south of Botheny on the left of the Meuse, and in the Vosges. We inflicted losses upon the enemy and took prisoners.

Our detachments penetrated the enemy lines east of Auberville in the region of Badonvillers. We destroyed several enemy works and took prisoners.

### Aerial Activities.

#### EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

### NAVAL AIRCRAFT ACTIVITY.

LONDON, March 10th.

An Admiralty report states:—Naval aircraft dropped many bombs on billets and railway sidings at St. Pierre Capelle. Direct hits were obtained and in three sheds a fire started.

We also bombed a large hostile machine which had made a forced landing, and we machine-gunned soldiers and motors in the vicinity, and we brought down one machine.

All our machines returned.

## THE AIR RAID ON LONDON.

### REMARKABLE EXPERIENCES.

LONDON, March 8th.

Several bombs in last night's air raid which fell in a residential London suburb destroyed five houses and a private nursing-home. Remarkable experiences include, for instance, that of a domestic maid who was blown to the top storey, and suffering only a sprained ankle. Two women escaped uninjured by placing a blown-off door upon a bed and crawling under the bed as the house collapsed. A number of victims pinioned in the debris till this afternoon were rescued alive. Some of them were sustained by oxygen and other stimulants. A man fell four storeys and escaped very serious injury, despite a piano crashing on top of him, owing to his being enveloped in a carpet during his fall. A girl on the top storey of a demolished house was caught by a projecting wall, and hung in mid-air unconscious for two hours, when she was rescued by firemen.

### THE RAID ON PARIS.

#### OFFICIAL CASUALTY LIST.

PARIS, March 10th.

An official statement shows that 11 were killed and 41 injured in the air-raid on the suburbs of Paris.

### General.

#### LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

### GERMAN OCCUPATION OF AALANDS.

#### GERMAN TROOPS IN FINLAND.

STOCKHOLM, March 10th.

It is reported that 2,000 German troops with artillery have landed near Abo, in Finland.

So far there is no official confirmation of the above.

### THE KAISER'S COURTESY.

LONDON, March 10th.

Evidently seeking to allay anti-German feeling in Sweden, owing to the German occupation of the Aaland Islands, the Kaiser has telegraphed to the King of Sweden thanking him for the efforts of the Swedish Minister at Petrograd on behalf of the German prisoners, and dwelling upon the old Germano-Swedish friendship.

The King of Sweden replied briefly.

### RUSSIAN PROTEST.

A Russian wireless report states that M. Tchicherin has protested to the German Government against the introduction of German troops to Finland and the Aaland Islands.

Sweden thanking him for the efforts of the Swedish Minister at Petrograd on behalf of the German prisoners, and dwelling upon the old Germano-Swedish friendship.

The King of Sweden replied briefly.

### THE GERMAN PRESS CAMPAIGN.

AMSTERDAM, March 10th.

Count Reventlow is the latest writer to participate in the inspired German Press campaign against Scandinavia. He declares that German control of Finland and the Aaland Islands will effectively bar British and American trade with Russia via Scandinavia, and he accuses Sweden of increasing partiality towards the Entente, and thus estranging Germany.

**GERMANY SEEKS OUTLET TO ARCTIC.**  
STOCKHOLM, March 10th.

The *Dagens Nyheter*, in an article warning the Scandinavians of the Germano-Finnish menace, says that the German Bagdad-North Cape programme is blocked in the south, but now across Finland Germany is seeking an outlet to the Arctic at the mouth of the river Patsjoki, which is Norwegian.

**FUNERAL OF THE LATE MR. JOHN REDMOND.**  
LONDON, March 10th.

The remains of the late Mr. John Redmond were given an impressive reception at Wexford. Kneeling Belgian Nuns lined the railway at Manjine when the special train conveying the body passed.

Thirty thousand followed the remains to the church for the requiem. The procession at the subsequent funeral extended two miles, and the streets were decked in crape.

The Irish Attorney-General and Mr. John Dillon delivered orations at the graveside.

## JAI AND SIBERIA.

### REPORT OF NEGOTIATIONS UNFOLDED.

WASHINGTON, March 10th.

The report of Japanese negotiations with the Bolshevik leaders for some form of aid in Siberia are confirmed.

It is noted that the Japanese are trying to get a Russian Division to co-operate with the Japanese troops.

### RUSSIAN GOVERNMENT IN THE FAR EAST.

PETROGRAD, March 10th.

The *Tas* Correspondent at Irkutsk states the ex-Premier, Prince Lvoff, has established a new Russian Government in Far East, with Headquarters at Peking and is awaiting the landing of Japanese with a view to co-operation.

### GERMANY ISOLATING BELGIUM.

AMSTERDAM, March 10th.

The *graaf* states that the Germans are in an unelectrified wire barrier 200 m behind the present electric wire at the frontier of Flanders and the D. province of Zealand and are extending it towards the coast.

All inhabitants on this broad strip of large being removed.

It is suggested that the object is to cut Belgium more completely from the rest of the world.

Thundatlad says the German soldiers expect a big attack on the coast.

**SAI CONDUCT FOR LUXBURG.**  
BUENOS AIRES, March 10th.

Great Britain has granted said-conduct to Luxembourg to proceed to Sweden.

**GERMANY REVENGEFUL.**  
AMSTERDAM, March 10th.

The *Cologne Gazette* states that Germany considering measures of reprisal for seizure of German property in the East Indies.

**THE INHUMAN GERMANS.**  
LONDON, March 10th.

The body of an officer of the *Glenart* has been picked up with two gunshot wounds, thus confirming the suspicion that the pirates fired at some of the fishing boats.

### AFFAIRS IN RUSSIA.

#### TROTSKY'S SUCCESSOR.

PETROGRAD, March 9th.

Tchicherin succeeds M. Trotsky as Foreign Commissioner.

The Commissaries went to Moscow on Saturday.

The *Izvestia* and *Pravda*, the official Soviet organs, have transferred their offices to Moscow.

#### EARLIER CABLES.

**THE RUSSO-GERMAN PEACE.**  
RUSSIAN EMBASSY AT MADRID.

LONDON, March 8th.

Following the lead of the Embassies at Paris and Rome, the Russian Embassy at Madrid has announced that it will not recognise the Brest-Litovsk Peace Treaty, because the Russian signatories were private persons with undefined powers.

**THE GERMANO-ROUMANIAN NEGOTIATIONS.**  
THE EFFECT OF A ROUMANIAN PEACE.

AMSTERDAM, March 8th.

The German newspapers anticipate that peace with Roumania will shortly have effect on Greece, and also on Italy.

**THE Bessarabian QUESTION.**  
The Berlin *Tagblatt* says that the Quadruple considers that the Bessarabian question must be settled between Russia and Roumania, which can leave its army, apart from the eight divisions which will be demobilised, under arms until it has conquered Bessarabia and arranged for its protection against Russia.

**FORM OF INDEMNITY.**  
AMSTERDAM, March 8th.

The *Cologne Gazette* states that the Central Powers intend to impose an indemnity upon Roumania, taking the form of writing off the Central Powers' requisitions during occupation, which are valued at one milliard marks.

## TIN AND TUNGSTEN RESEARCH.

LONDON, March 10th.

Sir Lionel Phillips has been appointed Chairman of the newly-formed Tin and Tungsten Research Board, with a view to increasing the recovery of the metal by the treatment of the ores.

### LATEST CABLES.

#### TRADE BY LICENCE.

LONDON, March 10th.

The Committee of the London Metal Exchange has forbidden members to buy tin in the United Kingdom for consumption or export unless they are licensed by the Committee. Holders or producers may only sell to persons holding the Committee's licence.

#### EARLIER CABLES.

### FRENCH ARMY SUPERBLY CONFIDENT.

#### M. CLEMENCEAU'S ELOQUENT APPEAL.

PARIS, March 9th.

In the Chamber, Mr. Clemenceau, replying to the Bolo interpellations asked yesterday evening, delivered a stirring speech and eloquently appealed for the maintenance of the splendid moral of the French soldiers and people. The troops were superbly confident that the enemy efforts would break down. "It would be criminal not to desire peace," but we cannot silence Prussian militarism by bellowing for peace. He asserted that it was France's intention to wage war notwithstanding that Russia had betrayed them, and Roumania, unfortunately had been compelled to capitulate. He was convinced that France would experience that last glorious quarter of an hour of the struggle which spelt victory. He earnestly impressed the Socialist Deputies that their pre-war ideals of universal disarmament had been cruelly given the lie by facts, and he instanced the German action in reply to M. Lenin's and Trotsky's request for the conclusion of a democratic peace.

### THE CRISIS IN SPAIN.

#### SITUATION EXPLAINED.

MADRID, March 9th.

The newspapers unanimously consider that Spain is experiencing the gravest crisis in her history.

The crisis was precipitated by the action of Señor Cierva, Minister for War, in writing to the Press without the knowledge of his colleagues attacking Sanchez Beca, ex-President of the Senate, who had been criticising Señor Cierva's methods.

Premier Prieto has abandoned the task of forming a Cabinet, as Señor Cierva refused to join the Liberal Coalition Government.

The measures which Señor Cierva proposed to enforce by a Royal Decree involved an increase of two hundred million pesetas in the Army Estimates, including a big increase in the pay of officers and large additions in infantry and artillery.

### AMERICA AND THE WAR.

#### GERMAN TRADE CONNECTION PERMANENTLY BROKEN.

WASHINGTON, March 9th.

The property owned in the United States by the Kaiser, Dr. Bethmann-Hollweg and the junker class generally and to the German Government will first be sold under the authority granted to Mr. Palmer, Custodian of Alien Property, to sell alien property in the United States.

Mr. Palmer, testifying before the Appropriations Committee in the Senate, said that the enemy should know that the connection he had been able to maintain with American industry and commerce had been broken, not merely for the duration of the war, but permanently.

Mr. Palmer said that American interests in Germany were negligible compared with German interests in the United States. He intended to use the proceeds of the sale of enemy property to buy Government Bonds.

### "TANK" WEEK.

#### TOTAL EXCEEDS EXPECTATIONS.

LONDON, March 9th.

At the conclusion of "Tank" Week, Mr. Bonar Law sent a message to the Lord Mayor, whom he heartily congratulated upon the amount of the City's contribution to the War Bond Campaign, and although the total returns of the whole country have not yet been received, it is certain that much more than the one hundred millions asked for had been subscribed. "This is additional proof of the determination of our people to hold fast till the aims for which we entered the war have been secured."

## GERMANY'S SCHEME OF WORLD CONQUEST.

### LORD ROBERT CECIL WELCOMES JAPAN'S INTERVENTION.

LONDON, March 10th.

Lord Robert Cecil, in a conversation with Reuter's representative on the German menace in the East, said that he would welcome Japanese intervention in order to prevent the Germanisation of Siberia. Germany was not so much after food in Ukraine, but was ambitious to carry out a gigantic scheme of world-conquest. She had already taken the Baltic Provinces, almost to Petrograd, and besides taking the Aaland Islands she had somehow induced the Finns to enable her to control their foreign policy, and thereby had acquired practically the whole of what were formerly the Russian shores of the Baltic. This had cut off Russia's access to the sea, except by Archangel and the Murman coast. Southward Germany is occupying Odessa and insisting upon the retrocession to Turkey of ports on the east of the Black Sea. Plainly, Germany designed to substitute for the Bagdad Railway a new route eastward via the Caucasus and North-Western Persia. Both Great Britain and America were deeply interested in the fate of the Armenians, who had suffered nameless outrages, but by the German Treaty the Armenians were to be handed back to the Turks. The small Military Mission which had been sent with the object of entering the Caucasus via Baku was stopped by the Bolsheviks, and we had not heard of them during the last three weeks owing to the destruction of the Tiflis telegraph. The talk of a German movement towards democracy was most untrustworthy. The military control of Germany had not been shaken. "The talk of progress in internal Liberalism is so much democratic camouflage. I see no reason why the Germans should not try to penetrate Siberia. We had received unconfirmed information that a Prussian General had been sent to Siberia for the purpose of organising the German prisoners, and we ought to seek the available Japanese assistance to frustrate the German scheme of eastern conquest." Lord Robert Cecil concluded by paying a glowing tribute to the Japanese services rendered in the Pacific Ocean, the Mediterranean Sea and elsewhere.

### TEA STOCKS IN ENGLAND.

LONDON, March 10th.

The Tea Brokers' Association state that although nearly all the 80,000,000 pounds of tea exported from Calcutta to England from November to January arrived safely, there is only about two months' supply in the United Kingdom.

### A.S.E. AND THE GOVERNMENT.

LONDON, March 9th.

Mr. Barnes, speaking in London, said that the meeting between the Prime Minister and himself and the representatives of the Engineers' Society would probably result in the latter heartily co-operating with the Government.

### THE SILVER MARKET.

LONDON, March 9th.

The silver market is steady.

LONDON, March 10th.

Silver is quoted 42½d. per ounce. There is rather more demand, and the market is steady.

### LATER.

The silver market is steady.

### OBITUARY.

#### DR. WILLIAM MERRY.

LONDON, March 10th.

The death is announced of Dr. William Merry.

(The Rev. William Walter Merry, D.D. (Oxon), was public orator in the University of Oxford from 1880 to 1910, and Rector of Lincoln's College since 1884. He was 82 years of age.)

### AMERICAN RED CROSS CHAPTER AT SHANGHAI.

A meeting of the members of the American War Relief Association, Shanghai, was held on March 4th at the Palace Hotel.

Mr. Raven, the hon. treasurer, showed in his report that the total amount received in subscriptions up to date was \$16,216.95 and \$16,220.31, of which there remained balances of \$5,222.80 and \$16,496.12 in hand.

Mr. Nichols, chairman of the membership committee, announced that the membership now totalled about 350 members. After some discussion it was decided that the American War Relief Association be converted into a chapter of the National Red Cross, that a committee be appointed to draft temporary by-laws and call a meeting to perfect the organization.



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OF 1918 - IN

## BRITISH COLUMBIA

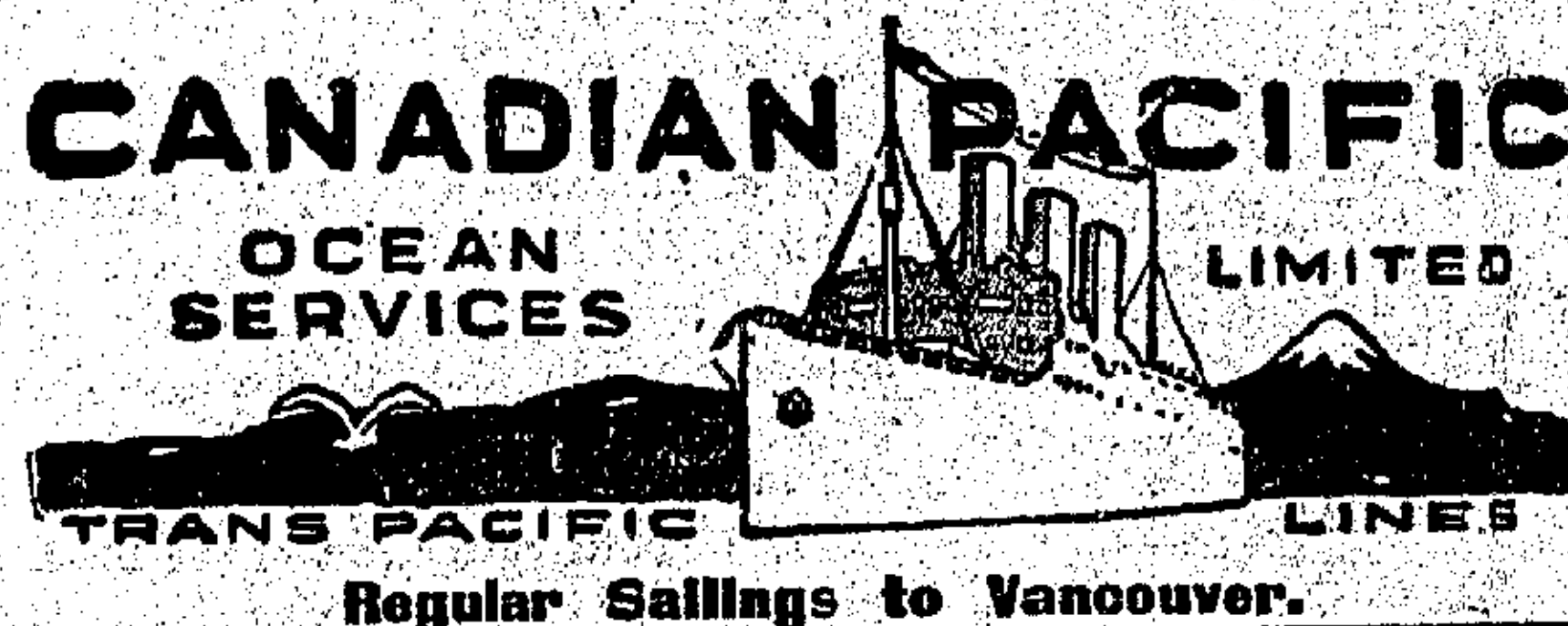
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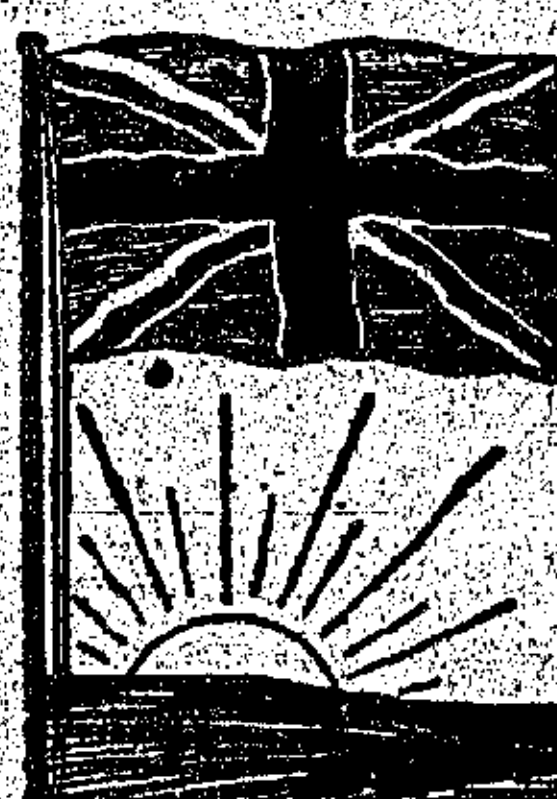
## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
FOR HAIPHONG: "TAKHANG" Friday, 18th March, 7 a.m.  
"YUENSANG" Friday, 18th March, 3 p.m.  
SHANGHAI: "WINGSANG" Sun, 17th March, 8 p.m.  
"MAUSANG" Wed, 20th March, noon.  
"LOONGSANG" Fri, 22nd March, 3 p.m.  
CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta sailing at Singapore and Penang.  
Returning from Calcutta steamers proceed to Kobe and Moji, frequently sailing at Shanghai.  
These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.  
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SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes sailing at Swatow.  
Steamers on this line have a limited amount of passenger accommodation, at through tickets can be obtained for Northern and Yangtze Ports via Shanghai.  
MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.  
HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, sailing at Haiphong when convenient.  
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### PRESIDENT WILSON'S DECLARATION.

BRITISH LABOUR APPROVES FREEDOM OF THE SEAS.

A joint meeting of the Parliamentary Committee of the Trade Union Congress, the Executive of the Labour Party, the Co-operative Party, and the Committee yesterday afternoon issued the following statement:

We warmly welcome President Wilson's authoritative declaration of Allied Aims. Within the last few days, the whole international situation has transformed itself, by the speech of the Prime Minister to the Conference of the Congress delegates, and seen by the great pronouncement of President Wilson.

The moral quality and breadth of the declaration in the latter's address to Congress are particularly evident in the declaration that the peace negotiations when they begin, must be absolutely open and that they shall involve no secret understanding of any kind. This is the only kind of diplomacy the democracies of the world can tolerate. Humanity has had to pay dearly for secret covenants entered into by Governments, and we rejoice that Mr. Wilson has so decisively proclaimed the democratic doctrine of open diplomacy. Leaders of revolutionary Russia, as Wilson recognises, have initiated methods of diplomacy, the results of which are apparent, not only in the conduct of the negotiations at Brest-Litovsk, but in Mr. Wilson's frank avowal of the claim that the Russian representatives have acted wisely and justly in insisting upon the Conference being held with open doors and with the whole world as audience.

British Labour will also welcome heartily Mr. Wilson's expression of sympathy with Russia's agonised effort to achieve full freedom. He has responded as we believed he would, to Russia's appeal for countenance and support. His earnest affirmation of the heartfelt desire and hope that some way may be open to the people of Russia to attain their utmost hope of liberty and ordered peace. Let us take care that this message reaches the ears of Russia. The British democracy desires nothing more earnestly than that the Russian democracy shall be convinced that the whole of the Allies are with them in their struggle for peace and freedom, and in their effort to conserve the beneficent fruits of the revolution.

In our judgment, these two declarations of President Wilson, in favour of open diplomacy and support of revolutionary Russia, will make the Congress speech a one of the classic utterances of Allied statesmanship during the war.

In the detailed programme of world peace outlined by Mr. Wilson we find no point upon which there is likely to be any disagreement among the Allied democracies. The reference to the "freedom of the seas" is to be welcomed on the ground of its lucidity and breadth of definition. It embodies the doctrine of freedom of navigation both in peace and war, except so far as it may be necessary to close the seas in whole or in part for international action for the purpose of enforcing international obligations, violated by any nation. With that interpretation of the doctrine of the freedom of the seas, to which the Central Powers attach so much importance, we all freely agree, and the Central Powers cannot challenge it, if indeed, they are sincere in their repudiation of aggressive intentions. No other formula that we have seen meets so fully the stipulation that an island Power like Great Britain is bound to make to ensure its safety and that of the Empire in time of war. It seems to us to be a natural corollary to the League of Nations that freedom of navigation must be denied to any nation that violates international covenants for the maintenance of peace.

We welcome, too, President Wilson's assertion of the moral issue involved in the claim that Belgium must be evacuated and restored. No other single act, as he justly says, will do more to restore confidence among the nations in the integrity and sanctity of treaties and the obligations resting upon all nations, individually and severally, to maintain inviolate the principles of international law.

Mr. Wilson's pronouncement in favour of equality of trade conditions among all the nations consenting to the peace and the abolition of economic barriers is a step in the direction of universal free trade which Cobden insisted was a necessary condition of universal peace.

Russia, in the midst of negotiations which at the moment seem to be a menace to the integrity of her national patrimony, will be strengthened by Mr. Wilson's demand that Russian territory must be evacuated and all questions affecting her must be settled in a manner that will ensure her an unhampered and unimpeded opportunity to determine her political development and a sincere welcome into the society of free nations. That is the test of the full faith of Governments in democratic principles: that they will be willing and eager to recognise the fact of, and the effect of, the Russian Revolution, and be ready to give her every kind of help she needs to consolidate the Revolution and to establish a true democratic self-government in accordance with her own peculiar genius for freedom.

Finally, we may say in a sentence, that President Wilson's programme is in essential respects so similar to that which the British Labour Party has put forward that we need not discuss any point of difference in detail. The spirit of this historical utterance is a spirit to which democracy all over the world can respond, and if it reaches the people of the Central Powers we believe it will reinvigorate the popular movement towards peace in those countries now under the yoke of Prussian military autocracy, and give their demand for peace a weighty authority that cannot be denied.

(Continued at foot of next column.)

### DANGER OF GERMAN PEACE

EARL CURZON'S MESSAGE

Earl Curzon of Kedleston (Grand Master) has addressed the following New Year's message to the Primrose League: "A year ago I wrote in my New Year's message to the Primrose League that this terrible war might involve another year, and perhaps more of endurance and suffering; and this foreboding has proved to be only too accurate. Indeed, the severest crisis, the supreme trial, lies before us, not behind us, and in the next six months we may be confronted with perils greater than any we have yet overcome. The spirit of our country and our race must and will respond to the call, not merely because we are as convinced as ever we were, if possible more so, of the righteousness of our cause, but because a weakening now might entail the loss of all that we are out to win for the world and civilisation, and would place the nations of the earth at the mercy, whenever he chose to strike again, of an enemy inflamed with arrogance and contemptuous of all moral law, so that their lot would be worse even than ours. Our generation will at least have died for freedom, but the next would be born to slavery."

Peace we all desire. Peace on Hohenzollern terms we could probably obtain without difficulty. But any such peace would be a disgrace to ourselves and treason to those who come after. Our peace must not be merely a parchment peace, but a security peace. The burden, but also the honour, of fighting for this kind of peace has been thrown, for reasons which we cannot fathom, upon the time to which we belong. Never let it be said that we flinched from the glorious responsibility. Let us take fresh heart and courage from the example of those who have already paid the price. And let us not forget that the war will be won just as much by fortitude at home as by valour in the field.

### LATEST STEAMER MOVEMENT.

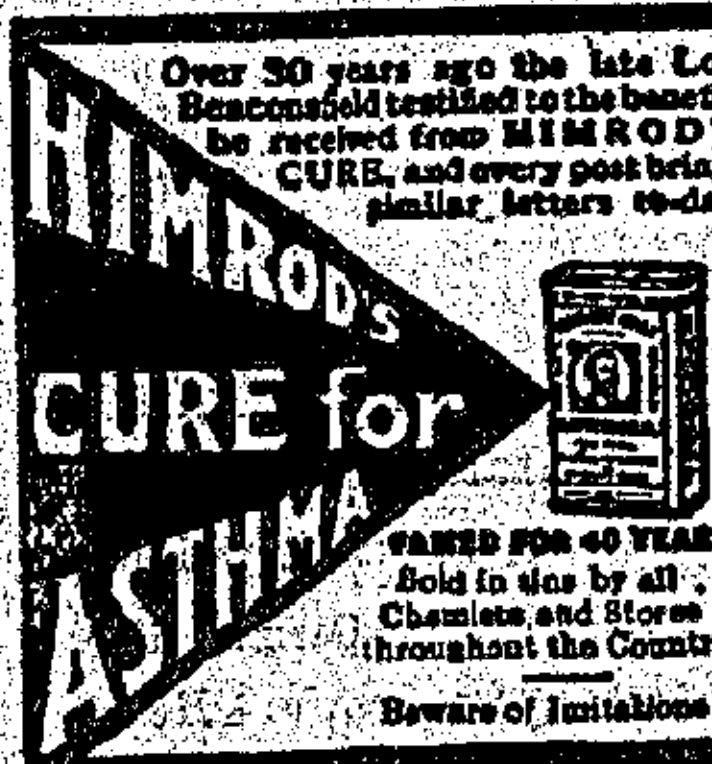
The s.s. China left San Francisco for Hongkong on March 5th.

### WEATHER REPORT

March 11th, at 12.08.—No return from Japan and Vladivostok. Pressure has increased considerably over N. China and slightly moderately else here. The anti-cyclone has increased in intensity, and fresh to strong onshore wind will prevail along the China Coast.

Forecast for the 24 hours ending at noon day is as follows:—

Direction	Forecast
Along to Gap Road	{ N.E. winds, fresh; fair.
West Channel	{ North winds, strong.
East of China between Hongkong and Lantau	{ The same as Hongkong and Lantau. No. 1
East of China between Hongkong and Hainan	{ The same as Hongkong and Lantau. No. 1



### CUTICURA HEALS ITCHING ECZEMA

And Red Pimples On Head. Itching Such Could Tear the Flesh and Hair Off Head. Could not Sleep.

"Eczema started with itching and red pimples on my head. The itching was such that I could tear the flesh and hair off my head. I could not get any sleep at night. The breaking out also caused my hair to fall out. Then after using Cuticura Soap and Ointment advertised I sent for a free sample. It gave me instant relief so I purchased more and three cakes of Cuticura Soap and two tins of Cuticura Ointment healed me." (Signed) M. Lewis Brown, The Cottage, Oldlands, Hildenborough, Kent, Eng., July 22, 1916.

The majority of skin and scalp troubles might be prevented by using Cuticura Soap for all toilet purposes and Cuticura Ointment on the slightest sign of pimples, rashes or eruptions. Address postcard, F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.

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to the General Health should neither be ignored nor treated lightly. It is always wise to regard indigestion as a serious menace, for this it is, most undoubtedly. Do not therefore dismiss a stomach ailment with the words:—"It is only indigestion." Think of what it might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved times out of number for many years past to be safe and sure—is Beecham's Pills. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include:—biliousness, constipation, flatulency, headache, failing appetite and other familiar forms of indigestion. Be prompt to deal with such troubles. Do not allow them to gain a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measures against the menace of indigestion to Good Health by taking

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## RACECOURSE DISASTER.

## ENQUIRY CONTINUED.

## CONTRACTOR'S EVIDENCE.

## HOW THE SHEDS WERE CONSTRUCTED.

The enquiry into the Race-Course disaster was continued at the Magistracy on Monday.

After Mr. Lo had handed in the names of certain other persons whom he had been asked to represent, Mr. David Wood was recalled to give evidence concerning the correspondence between the Golf Club and the P.W.D., which had led to the alteration of the letting conditions of the sites in 1912.

## MR. WOOD RECALLED.

Mr. Wood stated that Mr. Chatham had been mistaken in saying that the representations which led to the alteration in condition No. 6 had been made by the Golf Club in writing. There was correspondence regarding the conditions Nos. 7 and 8.

The letter written by Mr. Hallifax as Secretary of the Golf Club to the P.W.D. was then read.

Mr. Bowley—Condition 8 was amended at the same time as conditions 7 and 8 were added?—Witness—Yes. Condition 6 previously protected two golf greens and afterwards the condition was made to protect the whole area. That was evidently the result of conversation. There was nothing about it in the correspondence.

Before these conditions were introduced on the recommendation of the Secretary of the Golf Club there was no fence across there?—I cannot say.

As the result of putting up this fence the struts at the back of the matcheds immediately opposite the Golf Club house were ordered to be omitted?—I don't know.

Previous to these recommendations in 1911 had you noticed that the struts at the back of the sheds made holes in the ground?—I know nothing about that.

I am asking you as a golfer and as a member of the public whether you noticed before 1911 that the struts destroyed the ground or interfered in any way with the golfers?—No.

The chief photographer of Messrs. Mac Cheung then produced photographs of the matcheds on the Race Course taken in 1914, 1915, 1916 and 1917.

## MR. A. E. WRIGHT RECALLED.

Mr. A. E. Wright, recalled, said he had re-visited the Race Course that morning and made another inspection. He found one hole in the front of shed No. 6. He found holes in the front of the ditch where the struts had been. There were several other holes, or rather depressions, about two inches deep, chiefly in the front, and a few along the back of the matcheds. He produced in Court the portion of the pole which he had withdrawn from the hole in front of shed 6. It had penetrated the ground about nine inches. He also produced a portion of the pole which he had taken from a hole opposite No. 12.

The Coroner—The sheds at each end are constructed differently to the sheds in the middle. In the middle, I believe, the poles rest on boards. At each end of the line the poles were in the ground?—I think there has been a misunderstanding. The middle sheds were placed on boards. At the ends the poles rested on the ground and they made depressions in the ground.

Mr. Bowley—What in your opinion, was the reason for the differential treatment of the central sheds and the sheds on the two wings?—I think the contractor found that the ground at the ends of the line was rough and that he consequently omitted the boards. With regard to the ditch in front also, that was not turned and there would be no objection to holes there.

The surface has been raked over and walked over very considerably and that would tend to fill up the holes?—Yes.

Were you the Building Authority in 1911?—Yes.

Was the proposal to fence off the Course in front of the Golf Club-house and to construct gangways between the fence and the matcheds referred to you?—I believe so.

Do you know before the fence was provided that the central matcheds were supported by struts resting on the ground in front of the golf course?—I do not know for a fact; I believe it was so, and as far as I know, similar struts were used this year.

A photograph of the back of the central matcheds taken this year was then produced and it did not show the existence of any such struts. A photograph of the same shed taken from the Race Course side showed struts.

The Coroner asked if the photographs could be proved, and Mr. d'Almada stated that the man who had taken them was present in Court.

Mr. Bowley—Do you think it possible that the contractor since 1911 was told by someone to omit the struts immediately in front of the golf club house?—Yes, it is possible.

The Coroner—No instructions to omit them were given in 1911?—No.

Mr. Bowley—If such struts had been erected since 1911 would they have tended to injure the turf in front of the Golf house?—Yes, I think so.

The Coroner—Do you mind, Mr. Bowley, attributing a little common-sense to myself and the jury?

Mr. Wright added that if the struts were attached to sleepers there was no need for them to go into the ground. The damage to the ground would then be very slight indeed.

The Coroner then asked for the photographs which had been produced to be proved, and Mr. d'Almada stated that the man who had taken them had perished in the flames. The man in Court to whom he had referred had seen the photographs taken.

The Coroner—I accepted the photographs on the understanding that they could be proved. I am afraid we cannot attach much importance to them now.

## THE BUILDING CONTRACTOR.

Kwok Kun, continuing his evidence from Saturday, said he did not dig holes for shed No. 18. He simply forced the poles into the ground. The weather was very dry, but this would not affect the lashings in any way, because the lashings were soaked before use. He examined the sheds on the first day of the race meeting and found them all in order. He did not go in to the upper stories, confining his examination to the ground floors. He was on the Race Course when the collapse occurred, outside No. 19 shed on the Race Course side. He heard a crash, but he did not see any motion of the sheds. He ran to call his jokers. He thought the collapse was due to the stampeding of the people. In his opinion the sheds were overcrowded.

Mr. Bowley—You were in front of No. 19 when you heard a noise. Where did the noise come from?—Somewhere near the centre of the row of sheds.

Did you look at the centre to see what had happened?—I did not. I at once ran to the storehouse to fetch my tools.

Is your storehouse at Wanchai?—On the Bowrington Canal.

Had you any trouble in getting back to the Race Course with your tools?—Yes, we were hindered by the crowds.

When you got back the sheds had collapsed?—Yes.

Continuing, witness said he was one of the original partners in the See Hop firm. He and Ma Fung were the original partners. Ma Fung died three years ago and his eldest surviving son had taken his place in the firm. They employed between 70 and 80 men. In addition to building matcheds they also erected scaffolding. They had built many large theatre matcheds in the Colony, some of which accommodated as many as 3,000 people. The highest theatrical matcheds was 100 feet high. During his 40 years' experience he had never previously known one of his matcheds destroyed by fire, nor during the whole of that time had any of his matcheds collapsed except by typhoons. No person, to his knowledge, had ever been injured through using a matcheds erected by his firm. He received orders from the 13 owners of the matcheds on the Race Course to build those sheds. He supplied all the material and after the races he was to have removed all the sheds. While the matcheds or scaffolding erected by him were in use it was part of his contract to keep them in repair. It was the practice of his firm, as far as possible, to inspect every job every day. The prices shown to him were those for which he had agreed to erect these matcheds. The total was \$1,370, but he had not received anything of it. The value of the material lost in the fire was about \$11,000. He was not insured. The matcheds were just as strong this year as they were in previous years. The matcheds still standing were built by him. The sites were marked out by the P.W.D. Each owner gave instructions as to the height and arrangements of the various matcheds. The entrances to the sheds were in accordance with the instruction, and the owners also fixed the width of the gangways and staircases. No owner told him to make provision for cooking. At the sheds at either end of the line he placed the poles either on or into the ground. The instruction not to place struts in front of the golf house might have been given to Ma Fung some years ago and the usual practice had been followed in recent years. When the struts were removed stronger bracings were used.

Witness then gave evidence regarding the way in which the sheds were constructed, the poles used, etc., and was still engaged in explaining these details when the inquiry was adjourned.

Kwok Kun, continuing his evidence, said he had inspected the matcheds on the first day of the races, and again on the Tuesday morning, when he found them all right. His foreman also inspected the sheds on Tuesday morning. His firm had inspected the scaffolding of the old Mercantile Bank which was being reconstructed at the corner of Ice House Street and they had shored up the building considerably.

By Mr. d'Almada—His partner Ma Fung was sole partner in charge of the business when he was alive. Witness was foreman in charge of works and he received instructions from Ma Fung. Since Ma Fung's death witness had been in charge of everything; Ma Fung's son knew nothing about the work. Witness was the only one responsible for the erection of the matcheds on the racecourse. On the Saturday previous to the races the Government sent an inspector down to look at the work and the same man also carried out an inspection when the work was in progress. The Inspector did not make any suggestions to him or speak to him. The only instructions he received with respect to the matcheds were from the owners.

Mr. d'Almada—When did you actually commence building these matcheds?—On February 7th.

On that day you commenced taking the poles to the course, is that not so?—Yes.

You did not actually commence building operations until February 16th or 17th?—We started immediately.

I put it to you that on February 17th you had not a single pole put up?—Why not?

The Coroner—How many sheds were erected before China New Year?—The roofs of the first six sheds.

Mr. d'Almada—Were the Government regulations ever shown to you or read over to you?—Formerly.

How long ago?—Six or seven years.

When you were first informed that you were not allowed to dig poles in the ground what opinion did you form as to the stability of the matcheds?—Safe.

The Coroner—Were you content or not content when you were told not to put the poles into the ground?—Content.

Mr. d'Almada—The sheds would have been stronger if the poles had been put into the ground?—Just the same.

Even for three stories?—Yes.

Apart from the Racecourse matcheds do you ever build matcheds in that way?—Yes.

Where?—In Yau-mai.

Are there any matcheds in existence without poles stuck in the ground?—Yes.

Where?—The stands belonging to the Lusitano Club.

Apart from those on the Racecourse?—There are none now standing. They have all been pulled down.

When you stated that you inspected the sheds on February 26th did you go inside the sheds?—I went inside on the ground floor.

Did you take any particular note of the cooking utensils?—I did not take any particular note, but I noticed one shed without cooking utensils.

You stated that stand No. 7 had a cooking stove. Is that true?—Yes.

Are you positive?—Yes, inside the shed.

Mr. Stevenson—Are the prices charged for the matcheds similar this year to last?—Yes.

Can you tell me why you charged more for sheds Nos. 4, 5 and 6 than for the other stands?—Because the work was more difficult on those sheds.

Who gave you instructions regarding the construction of these sheds?—I did not take the order.

Did you support the floors of Nos. 4, 5 and 6 more strongly than the floors of the other sheds?—Just the same.

Did you not receive instructions to add another row of bamboo?—Yes.

The Coroner—Why were these extra bamboos required?—It was found that the spacing was too wide.

Who found that to be so?—The Government inspector.

Mr. Lo—Did you keep a record of the number of workmen engaged for these matcheds?—No.

How many men did you have?—Each day I had from 70 to 80 people.

When did you actually finish these sheds?—February 24th at 4 o'clock in the afternoon.

You inspected the sheds on Monday and again on Tuesday?—Yes.

The Coroner—Why did you inspect on Tuesday?—I went to see if any alterations were required to the boards or the lashings.

Mr. Lo—When you have the struts in it usual to dig a hole some two feet into the ground, drive a pole into it, and then lash the strut to that?—It is usual.

Did you drive poles into the ground this year in order to attach the struts to them?—Yes. I inserted a short piece of pole into the ground and lashed the end of the strut to that pole.

For all struts?—Yes, every one the same.

How deep did you drive the poles?—About two feet.

How many struts did you have for the 19 sheds on the racecourse side—more than a dozen, I suppose—More than that.

Then if you had driven these poles about two feet into the ground you would expect to find them there now?—Struts were attached to the wooden fence.

How many struts were secured to poles which you drove into the ground?—Three.

Have you formed an opinion with respect to the collapse?—I cannot give an opinion, because I know my work was secure and sound.

Do you think if you had put struts on the golf course side it might have prevented the collapse?—If they wanted to collapse they would have collapsed. Even if there were struts on the golf course side they would have fallen.

If there was a rush from the racecourse side to the golf course side would the struts on the golf course side have tended to keep the matcheds in their place?—No; even if there were struts they would have fallen.

I think sheds 17 to 19 and sheds 1 to 3 did not collapse?—That is so.

Have you any theory as to why they did not fall?—Because they were lower.

Do you know it has been customary to do cooking at these matcheds for a number of years?—Yes, certainly for four years. I cannot say if it is as many as ten years.

Do you think it safe for cooking to be done there?—If they are not careful and let the drop out it would not be safe.

The Coroner—in which year did you start building three-story matcheds?—I forget. They have been built all along.

This is a photograph of the matcheds in 1914 and you will see there is only one of three stories?—Yes, that is so.

Did you build a similar matcheds in 1913?—Yes.

Did you build them like that ten years ago?—I cannot say.

This year you built four with three stories?—Yes.

Last year how many did you build?—Three, I think.

Have the matcheds been built with walls in the middle before this year?—For a long time.

Did you test the work when it was finished to see if it was strong enough?—I did not make any tests. I inspected it and judged.

MR. HOUGH'S EVIDENCE.

Mr. T. F. Hough, honorary clerk of the racecourse, said sites Nos. 1, 2 and 3 were purchased by his order on behalf of the Jockey Club. Subsequently one matcheds of one storey was built on the three lots for the accommodation of Chinese ladies. The Jockey Club had done the same for many years and the same kind of matcheds was always erected. The firm of See Hop was instructed to build the shed, and he was quite satisfied with its construction. He saw the sheds burned. There was no loss of life there. As far as he knew there were no arrangements for cooking at that shed. The Jockey Club had a doorkeeper there and two female attendants. He was in No. 6 private box in the Jockey Club enclosure when the collapse occurred.

The Crown Solicitor—What first attracted your attention?—My attention was first attracted by hearing the breaking of bamboo. I saw the Central Stand begin to move. The first movement was between the Colonial stand and the one flying three flags. The time was three or four minutes to three.

In what direction did they fall?—They seemed to quiver and then I had the impression that some unseen force was pulling them backward away from my direction towards the roof beams, after which they just seemed to subside.

Did you see any sign of fire before the matcheds fell?—Not until after the collapse.

Have you formed any opinion as to the cause of the collapse?—No.

Subsequently you saw the matcheds on fire. Whereabouts did the fire begin?—In the central matcheds.

Continuing, witness said he had the Jockey Club hose coupled up at once. It was a private hose used for watering the course. The fire broke out two or three minutes after the collapse. When the collapse took place No. 5 race was about to start from the five furlong post. He could not recall any sudden rush of people.

The Crown Solicitor—Did you notice whether the numbers in the matcheds were larger than usual this year?—The first day it seemed to me the attendance was not quite up to previous years. The second day, I could say, it was an average attendance. I am speaking more of the attendance in the Jockey Club compound. The sheds seemed always to be full.

Mr. Gedge—All the Chinese ladies in stands 1, 2 and 3 escaped without injury?—Yes.

And there was sufficient time to save the chairs?—Yes, all were saved.

Was cooking forbidden?—It was not forbidden, or allowed. The question never came up.

Mr. Bowley—At the time of the collapse the ponies were waiting at the starting post?—Some had arrived there. Others were on their way.

All the ponies were on the course for the race?—Yes.

Have you any appliances for the prevention of fire in the Jockey Club building?—Nothing except a hose that is used for watering the course.

No fire buckets?—Yes, there are a number of buckets. They are not used for watering the course; they are specially kept in case of fire.

Were any members of the Fire Brigade in attendance in the enclosure?—Yes, several.

On duty?—I do not know whether they were on duty or not. I had an arrangement with them to let them know in the event of a fire report coming to the Jockey Club.

That is if they were called to some fire elsewhere?—Yes.

There was no hose cart or fire engine in attendance?—No.

Or any fire escapes?—No.

Mr. d'Almada—I think you go to the training course nearly every morning?—Yes.

Can you tell me when you first saw the matcheds being built?—I cannot give you the date. They were being constructed all the time for three or four weeks before the races.

Do you remember that twenty odd years ago these sheds had only one storey?—I don't remember.

Mr. Lo—Can you tell me whether there was a fire engine in attendance last year?—There was not, one within the Jockey Club compound. There might have been one outside which did not come under my observation.

Mr. Lo said he had been informed that a fire engine had been in attendance last year. It was pointed out that in due course the question might be put to the Captain Superintendent of Police.

Mr. Stevenson—Is there any separate water supply for the Jockey Club stand?—I have a separate water supply for watering the course.

Is that adequate for all the stands?—It depends on the dimensions of the fire. If it was a small fire and we could get at it quickly I should say it would be very useful.

Is there any water in the nullahs?—It is all dependent upon the weather. There is usually a little.

Where does this water for the racecourse come from?—It comes from the Blue Pool. It is a Government supply, but it does not come through the usual mains.

Did you go to the Jockey Club matcheds 1, 2 and 3?—Not during the races; before the races I went two or three times, and on the first morning of the races I went to see that the attendants were in their places.

What arrangements had you for supplying refreshments to the Chinese ladies?—We did not supply any.

Mr. Gedge—Would you consider the stands in the enclosure practically fire proof?—Some are built with reinforced concrete and some have a lot of wood in them. You cannot call them fire proof stands.

There were, I understand, 100 chairs in the Jockey Club matcheds and 100 were saved and 30 burned?—I understood that all the chairs were saved. All those that were hired have been returned and I have a receipt for them.

This concluded Mr. Hough's evidence, but before he left the box Mr. Bowley remarked that there was another phase of the enquiry which would deal with the police arrangements, and he asked if Mr. Hough had anything to do with those. Mr. Hough replied in the negative.

The daughter of the caretaker at the Jockey Club sheds, a pupil of the French Convent, then gave evidence. She stood at the doorway of the shed with a cooler. The Chinese ladies were admitted free of charge. When she heard the noise of the collapse she at once told all those in the shed to leave. Some escaped at the side and others through the door. All got away safely and there was time enough to bring all the chairs down. No cooking was done at the shed.

By the Crown Solicitor—There was no communication between the Jockey Club shed and the others?

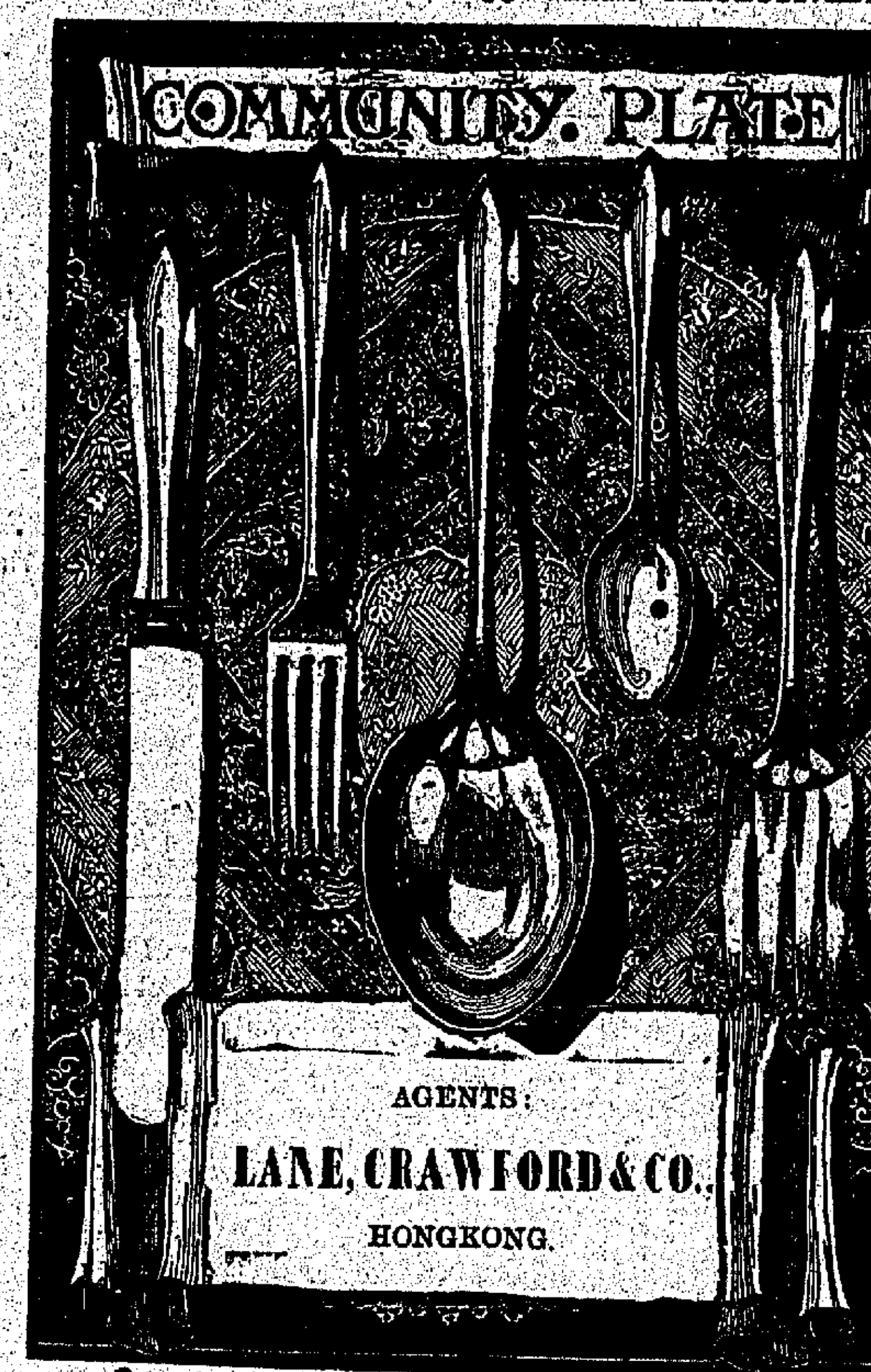
The caretaker in charge of the Jockey Club sheds gave somewhat similar evidence, and the enquiry was then adjourned until to-day.

There will be no sitting on Wednesday or Thursday, but the enquiry will be continued on Friday and Saturday, and the Magistrate and jury will sit continuously throughout next week if necessary.

We regret that, owing to a typographical error in our report of Saturday's proceedings, Kwok Kun, the foreman builder, appeared to have stated that it was the usual custom to insert the poles of the matcheds in the ground in order to secure bottom lashings, etc. It should have been that the poles were placed in the ground to save bottom lashings.

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**G. A. DREAPER,**  
Deputy Surgeon-General.  
R.N. Hospital,  
Hongkong, 12th March, 1918. [1766]

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## THE Steamship

**"THORDS"**  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 18th Mar. at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas, on Monday next, 18th Mar., at 10 A.M.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.,** Agents.  
Hongkong, 11th March, 1918. [1767]

## THE HONGKONG JOCKEY CLUB.

**PURCHASERS OF PARI-MUTUEL TICKETS** on the fifth race, Second Day, for Cash Sweeps, Places and Winners, also Cash Sweep ticket holders, of following Races can obtain a refund on production of their tickets at the Offices of the Hongkong Jockey Club, on the Ground Floor of the HONGKONG CLUB ANNEXE, CHATER ROAD, between the hours of 3.30 P.M. and 5.30 P.M. on MONDAY, 4th March, 1918, until 29th March (Saturdays and Sundays excepted).

**HOLDERS OF UNPAID WINNING TICKETS** (Cash Sweeps, Places and Winners) will also be paid at the same place and between the same hours as stated above on production of their tickets.

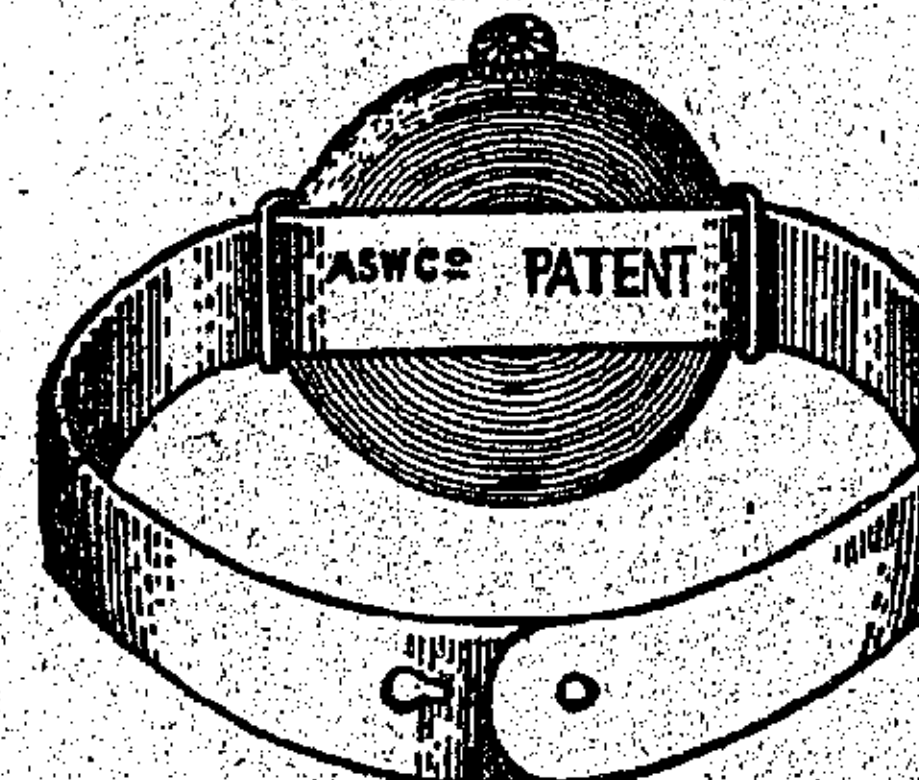
**LOWE, BINGHAM & MATTHEWS,**  
Accountants to the  
HONGKONG JOCKEY CLUB.  
[1717]

## NOTICE.

## PATENTS ORDINANCE 1882.

## GAMMETER'S PATENT.

IMPROVED MEANS OF SECURING WRIST WATCHES TO WRISTERS' WRIST.



**NOTICE IS HEREBY GIVEN** that His Majesty's LETTERS PATENT (No. 12,037) were granted in the United Kingdom on the 20th August, 1915, and LETTERS PATENT have also been granted in HONGKONG to **ERNEST OTTO GAMMETER** for the above invention.

ANY PERSON infringing the rights of the Patentee will be proceeded against according to law.

Hongkong, the 6th day of March, 1918.  
**DENNIS & BOWLEY,**  
Solicitors for Ernest Otto Gammeter,  
Anglo-Swiss Watch Company,  
7, Dalhousie Square, Calcutta.  
[1748]

## INTIMATIONS

## THE GREEN ISLAND CEMENT COMPANY, LIMITED.

**THE TWENTY-NINTH ORDINARY ANNUAL MEETING** of SHAREHOLDERS in the Company will be held at the Office of the Company, 8, George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the 23rd day of March, 1918, at 11.30 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1917, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 14th March, 1918, until SATURDAY, the 23rd March, 1918, both days inclusive.

By Order of the  
**BOARD OF DIRECTORS.**  
Hongkong, 6th March, 1918. [1742]

## CHINA SUGAR REFINING CO., LTD.

## NOTICE.

**THE FORTIETH ORDINARY ANNUAL MEETING** of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on WEDNESDAY, the 27th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 27th March, both days inclusive.

**JARDINE, MATHESON & Co., Ltd.,**  
General Agents.  
Hongkong, 6th March, 1918. [1747]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE FORTY-NINTH ORDINARY MEETING** of SHAREHOLDERS will be held at the Offices of the undersigned at 11 A.M. on WEDNESDAY, the 27th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both days inclusive.

**JARDINE, MATHESON & Co., Ltd.,**  
General Managers.  
Hongkong, 9th March, 1918. [1745]

## HONGKONG ICE COMPANY, LTD.

**THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING** of SHAREHOLDERS will be held at the Offices of the General Managers at Noon on WEDNESDAY, the 27th March, to receive a Statement of the Company's Accounts to 31st December, 1917, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th March, both days inclusive.

**JARDINE, MATHESON & Co., Ltd.,**  
General Managers.  
Hongkong, 7th March, 1918. [1752]

## HONGKONG CLUB

## NOTICE.

**THE THIRTY-SECOND YEARLY GENERAL MEETING** of the Members of the HONGKONG CLUB will be held in the Club House, on MONDAY, the 18th March, 1918, at 2.30 P.M.

By Order,  
**E. DES VOEUX,**  
Secretary.  
Hongkong, 2nd March, 1918. [1730]

## HONGKONG HORTICULTURAL SOCIETY.

**THE ANNUAL SHOW OF FLOWERS AND VEGETABLES** to be held in the BOTANICAL GARDENS.

## THURSDAY.

the 14th March, at 2 to 6 P.M.

Admission \$1.00 (Children Half-Price).

Mrs. LOCKER will present the Prizes at 5 P.M.

## FRIDAY.

the 15th March, at 2 to 6 P.M.

Admission 30 cts.

The Band of the 18th Infantry will play on both days.

Tes. will be supplied at 60 cents per head by the HONGKONG HOTEL (who have generously offered to give half the proceeds to War Charities).

**H. B. L. DOWBIGGIN,**  
Hon. Secretary.  
Hongkong, 8th March, 1918. [1756]

## NOTICE.

**NOTICE IS HEREBY GIVEN** that the Firm of **A. R. MARTY, Rene Salle, Successor,** has as from the 12th February, 1918, sold to Messrs. **P. A. LAPOQUE & Co.,** the S.S. "HAVOR," which insures the Postal Service between Hongkong and Haiphong, and also the right to use the name of **A. R. MARTY, Compagnie de Navigation Tonkinoise.**

The business will hereafter be carried on by Messrs. **P. A. LAPOQUE & Co., No. 4, Queen's Building, Telephone No. 950.**

**P. A. LAPOQUE & Co.,**  
MARSON, A. R. MARTY,  
Rene Salle, Successor.  
Hongkong, 6th March, 1918. [1740]

## REGULAR SAILINGS

## TO VANCOUVER &amp; SEATTLE.

For freight and further particulars please apply to—

**JARDINE, MATHESON & Co., LTD.**  
Tel. 214. Sub. Ex. 22  
[1748]

## HOUSES TO LET

## TO LET.

**IMMEDIATE entry.** Four very desirable SHOPS, situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to—  
**THE MANAGER,**  
Hawesons Ice Co., Ltd.,  
40, Connaught Road Central.  
[1768]

## TO LET.

**OFFICES in York Buildings**  
**HOUSES in Shamson, Canton.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.**  
[1762]

## TO LET.

**A FLAT in Nathan Road, Kowloon.**  
**FOUR-BEDROOMED HOUSES in Kowloon.**  
Apply to—  
**HUMPHREYS ESTATE & FINANCE Co., Ltd.,**  
Alexandra Buildings.  
[1698]

## WANTED.

**TWO or THREE LARGE OFFICE ROOMS in Central Locality.** First floor preferred.  
Apply to—  
**TONG SENG & Co.,**  
19, Queen's Road Central.  
[1767]

## WANTED.

**FLAT, HOUSE, or HALF-HOUSE** at the Peak, wanted by Married Couple, for the Summer months.  
Reply to—  
"Box 301,"  
c/o "Daily Press" Office.  
[1761]

## WANTED.

**A T the PEAK, for a little girl of 2 1/2 years**  
**resident EUROPEAN NURSE.**  
Apply—  
Box No. 26,  
Care of "Daily Press" Office.  
[1766]

## FOR SALE.

**TUSCULUM, Barker Road, 165, Peak.**  
Apply—  
**DUNCAN CLARK,**  
Care of LANE, CRAWFORD & Co.  
[1711]



## ANY EUROPEAN, Non-Asiatic or Indian

desiring to leave the Colony should apply in person at the OFFICE of the Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1915.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

## DAIRY FARM NEWS.

## SAUSAGES!

## SAUSAGES!

A Variety to suit all tastes

**OXFORD SAUSAGES.**  
**CAMBRIDGE "**  
**PORK "**  
**BEEF "**  
**LIVER "**  
**BOLOGNA, HEAD CHEESE.**  
**BLACK PUDDING.**  
**WHITE "**  
do, do, do [1528]

## KONINKLYKE PAKETVAART MAATSCHAPPY.

## NOTICE TO CONSIGNEES.

FROM PENANG AND SINGAPORE

## THE Steamship

## "VAN WAERWYCK"

having arrived from the above ports, Consignees of Cargo by her are notified that all goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas, on Monday next, 18th inst. at 10 A.M.

Claims against the steamer must be presented in writing within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JAVA-CHINA JAPAN LINE,** Agents.  
Hongkong, 11th March, 1918. [1750]

## INTIMATION



## BY APPOINTMENT.

## WATSON'S PYERIS.

Registered.

An exact reproduction of a well-known Spa at half the price.

Blends perfectly with Spirits, especially Whisky.

"A little learning is a dangerous thing,  
Drink deep or touch not the Pyerian Spring,  
There shallow drafts intoxicate the brain  
And drinking deeply sobers us again."

PINTS 90 CTS. PER DOZ.

6 FLITS 60 " " "

## A. S. WATSON &amp; CO., LTD.,

## ERATED WATER MANUFACTURERS.

**DEATH.**  
SAYLE.—At the Victoria Nursing Home, Shanghai, on March 3rd, **THOMAS HANDLIFFE**, the only son of the late **WILLIAM JAMES and ELIZA SAYLE**, of Shanghai and Andrews, Isle of Man, and Chief Officer of the I.C.S.S. *Seang*, aged 33 years.

HONGKONG OFFICE: 104, DES VOEUX ROAD, G.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, 12TH MARCH, 1918

## THE AIR ROUTE TO GERMANY

The longer the war continues the more evident does it become that aircraft are destined to play a much more important part in its decision than either side appreciated at the commencement of hostilities. From time to time there has been much speculation as to whether the output of aeroplanes has been as rapid as it might have been with different organization. The programmes for construction have been ambitious, but the demands for aircraft have always exceeded the supply. Whether this has been due to the fact that more were not ordered or that the rate of construction proved less rapid than anticipated seems difficult to discover. There has been an abundance of the planes, and always an excess of men ready to mount them. The wooden propellers require expert workmanship and cannot be built on the quantity system, but, nevertheless, they have been made faster than other parts of the aeroplane. The trouble has been that the manufacturers of the delicate engines required have not been able to keep pace with the makers of planes. At first sight it seems difficult to understand why this should be the case. There has been such astonishing "speeding up" in the workshops devoted to munition-making that we are apt to ask why the same methods could not be applied to aeroplane engines as to shells. There is, however, a wide difference in the two classes of work. In the first place, the aeroplane is a machine almost in the throes of its birth, certainly in its childhood, and its evolution is rapid. There were so many possibilities of improvement that every encouragement was given to new and promising designs, and that, of course, rendered standardization impossible. What the British Army wanted was not merely

more aeroplanes, but aeroplanes of marked superiority over those used by the enemy. Simultaneously, therefore, there was carried on both the manufacture and improvement of aircraft. The new system is to devote certain factories to the production of a definite number of limited standard types of aero-engines, and to use two or three other factories for the experimental designs. We cannot have it both ways. Standardization is a great aid to rapidity of production, but is a hindrance to improvement in design. The authorities of the Air Board have had to effect some sort of compromise between an intensification of the output and the pursuit of new experiments which may lead to the production of super-machines. It has been the old dilemma of quantity and quality. Towards the end of 1917 there were dozens of different types of engines being made for aeroplanes in Great Britain. It is believed that the number has now been reduced to four or five standard types, each suitable for some particular duty. That sounds a simple and common-sense reform, but the difficulties to be overcome before it could be effected must have been many. Not only the design of the engine, but the supply of the materials of construction and the suitability of the machinery used in the workshops, had to be considered. Then there was the human element. If the shop which has been making one type of engine abandons that for another type, some delay is inevitable during the change. Our American Allies, who are past-masters in the art of standardization, have settled down to produce engines in large numbers rather than engines of various types, and, as a consequence, it may be that when their Air Fleet arrives on the Western Front the machines will be a little behind the most advanced type. Only a few weeks ago Brigadier-General SQUIER, who is supervising the United States' programme of aircraft construction, was asked how many machines the Government intended to build. He declined to give any information or to hazard any figures as to the probable output. "The closest estimate I can give is this," he replied—"the determination of the Allied Governments is to enter Germany by the air route." Recent cables have informed us of the huge sums of money which the Government of the United States has voted for this class of work. The standardised engine of that country, officially known as the U.S. type, will be constructed of interchangeable parts, so that the same cylinders may be available for an engine of four, six, eight, twelve, or sixteen-cylinders. Indeed, the idea is to alter the power of the complete engine, as an American recently said, "just as a sectional bookcase can be built up to any height." It is not without interest to note that a Washington naval journal recently mentioned that a works in America, which had been employed on the manufacture of electric vehicles, has been adapted for the manufacture of the famous Gnome engine, and the first specimens finished are said to be as good as any made from the designs of the famous French model. A satisfactory aspect of the efforts which are being devoted to the new weapon of war is that they will benefit mankind, also, in the days of peace.

Mr. A. Dyer Ball, the second magistrate, being ill, Mr. E. D. C. Wolfe sat in his place, yesterday, at the Magistrate's Court.

Amongst the New Year honours was the following:—C.M.G., Captain Henry George Glas Sandeman, R.N. (Commander, 2nd Class).

Quarantine has been imposed at Chefoo on arrivals from Hongkong on account of the outbreak of cerebro-spinal meningitis in this Colony. The regulation came into force on March 4th.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals, acknowledges with thanks the following donations to the funds of the Hospitals:—Lum Heung Lun, \$25; M. S. Sassoon, \$10.

**COMPANY MEETING.**  
**YOKOHAMA SPECIE BANK LTD.**

The local branch of the Yokohama Specie Bank Ltd. is in receipt of a telegram from the head office to the effect that at the half-yearly meeting of shareholders at Yokohama on the 9th instant it was resolved to pay a dividend of 12 per cent. p.a. for the half-year ended the 31st December 1917, to add to the reserve fund Yen 1,000,000, and to carry forward the sum of Yen 2,720,000 to the next account.

## CORRESPONDENCE.

## OVERCROWDING AT CINEMA THEATRES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR.—The recent disaster at Happy Valley has aroused ordinary minds to the dangers of fire in crowded enclosures, but it appears that something more disastrous must occur before the super-minds of our Local Authorities are awakened to such risks.

It is common knowledge to those who frequent cinematograph theatres that these buildings are often overcrowded, particularly in the portions most patronised by Europeans. Tickets are sold without any apparent regard to the seating capacities of the houses, and many patrons are accommodated on chairs placed in the passage-ways, making exit a matter of difficulty under ordinary circumstances and of impossibility in case of a rush.

If you will be good enough to give publicity to this danger, perhaps the official whom we pay to supervise such matters will condescend to take notice.—Yours faithfully,

GROUSER.

Hongkong, 11th March, 1918.

## THE CEREBRO-SPINAL MENINGITIS EPIDEMIC.

## ONE HUNDRED AND FOUR FRESH CASES LAST WEEK.

During the week ended March 9th, 104 cases of Cerebro-Spinal Meningitis have been notified in the Colony, and of these 83 occurred in the City of Victoria. The deaths numbered 55, and included two English, one Portuguese and one Japanese, the rest being Chinese.

There were also three cases of enteric fever (one Portuguese and one fatal) and two cases of small-pox.

## ALLEGED EMBEZZLEMENT.

## ACCOUNTANT OF THE G.C.H. BEFORE THE MAGISTRATE.

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, Albert Edwards, accountant of the Government Civil Hospital, was charged with the embezzlement of \$500 on March 6th.

Inspector Grant said the case had been submitted to the Crown Solicitor for his consideration.

Mr. J. R. Wood remanded the case for a week.

## CANTON NEWS.

[BY COURTESY OF THE "CHONG NGOI SAN PO"]

CANTON, March 11th.

## THE YOUNG KONG FRONT.

After recouping the city of Young Kong General Lung's troops took strong measures against any possible counter-attack. The Canton troops, however, are acting on the defensive only whilst waiting for reinforcements. The front is very quiet at present, and there is nothing to report.

## GENERAL LUNG'S NEW ARMY.

We are informed that General Lung, who has received news that Canton troops are preparing for a fierce attack on Young Kong, has ordered a new army to be sent from King Chow to strengthen the resistance.

## TROOPS AT KONGMOON.

It is reported that Commander Li Lieh-kwan, who intends to proceed to Young Kong with his forces, arrived at Kongmoon yesterday. Li has been ordered to establish military headquarters in Kongmoon, so that the leaders may discuss military affairs without coming to Canton.

## KWANGSI TROOPS.

A message from Wuchow states that large bodies of Kwangsi troops have recently been dispatched to the Young Kong front. These troops arrived at Yam Chow yesterday and will co-operate with the Canton troops in an attack upon the city.

## CIVIL GOVERNOR'S MILITARY POWER.

The Civil Governor, Li Yew-hon, has ordered the Defence Commissioner of Shui Hing to provide an increase for his army. He desires to recruit three regiments now and more in the future. It is said that the Governor has at present 18 regiments, without counting his two regiments of bodyguards.

## UNEXPECTED RETURN.

Lam Fu's army, which was recently despatched to Young Kong, has returned unexpectedly to Canton. The people are greatly excited over the matter.



## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular "Direct Service" from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,  
Managing Agents.

## "ELIERMAN" LINE.

(ELIEMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Reiss & Co., Canton.

THE BANK LINE, LIMITED,  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

STEAMERS	TO SAIL
AMOI & SHANGHAI	"HUIYANG" On 19th Mar. 10 A.M.
SWATOW and BANGKOK	"TAMING" On 19th Mar. Noon.
SHANGHAI	"SINKIANG" On 14th Mar. 3 P.M.
SHANGHAI	"BUICHOW" On 15th Mar. Noon.
SHANGHAI	"SUNNING" On 19th Mar. 3 P.M.

SHANGHAI LINE-PASSENGERS, MALE and CARGO  
Excellent Saloon accommodation, Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone 36

Agents

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOCHOW  
AND RETURN.

(Occupying 3 to 10 Days).

"HAIHONG" ... Capt. J. W. Evans ... TUESDAY, 12th Mar., at Noon.  
"BAITAN" ... Capt. A. B. Hodgins ... TUESDAY, 19th Mar., at Noon.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to

DOUGLAS LAFRAIK & CO.,  
General Managers.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID HASSON & CO., LTD.,  
Agents.

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
Oriental	Noon	Str. from Colombo	1917	1917

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS  
(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,  
Calling at SINGAPORE, PORT SWETTERHAM, PENANG, COLOMBO  
AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.  
Proposed Sailings:

STEAMERS	Leave Hongkong about	Leave S'pore about	Due at Marseilles (if calling about)	Due at London about
The Intermediate	Service is	Temporarily	Suspended.	

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & IFFENDEN, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.  
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

M. V. D. PARR,  
Superintendent.

NIPPON YUSEN KAISHA.  
(JAPAN MAIL S.S. CO.)

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	KITANO MARU 16,000 Tons SHIDZUOKA MARU 12,500 Tons	16th March 11 A.M. 29th " 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU 8,000 Tons AKI MARU 12,500 Tons	18th March 11 A.M. 29th April 11 A.M.

SHANGHAI, MOJI & KOBE

LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN

MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, IS, TOWNSVILLE, BRISBANE & SYDNEY

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL

BOMBAY via SINGAPORE, MALACCA & COLOMBO

CALCUTTA via SINGAPORE, PENANG & RANGOON

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

For dates of sailing apply at the Company's Office.

## HONGKONG, VICTORIA, B.C., SEATTLE

VIA

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

NEXT SAILINGS FROM HONGKONG.

† FUSHIMI MARU ... Wed. 13th March, 11 A.M.  
KASHIMA MARU ... SAT., 23rd March, 11 A.M.  
‡ Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.  
B. WERY, Manager.

Telephone 222 and 223

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	18,000	FRI., 2nd Mar.
TENYO MARU	23,000	TUES., 8th Apr.
NIPPON MARU	11,000	TUES., 16th Apr.
SHIYO MARU	23,000	SAT., 27th Apr.
PERISA MARU	9,000	FRI., 10th May

The ss. "Nippon Maru" and ss. "Perisa Maru" call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, ORUZ, BAILEA, CALLAO, ARIOA and YOKOHAMA.  
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North American Line. For VICTORIA, SEATTLE AND TACOMA via SHANGHAI, MANILA, NAGASAKI, KOBE, YOKOHAMA AND OXAPPA.  
"AFRICA MARU" ... WEDNESDAY, 20th Mar., at 3 P.M.  
"CANADA MARU" ... THURSDAY, 28th Mar., at 3 P.M.  
"MANILA MARU" ... THURSDAY, 28th Apr., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overseas cargo takes on through Bills of Lading for U.S.A. and connection are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES (AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT) APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Auping, Takao, via Swatow and Amoy.

"SOSHU MARU" ... THURSDAY, 14th Mar., at 8 A.M.  
"KAIU MARU" ... SUNDAY, 17th Mar., at 10 A.M.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to

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